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A REVOLUTION.

THE WORLD'S
Return Rebate
Marriage
Certificate

OR

The Want of the West.

BY C. T. LEWIS.

Indian Head, N. W. T.

Price 25 c.

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PASSENGER'S **Return Rebate MARRIAGE Certificate.**

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 Indian Head, N. W. T., Canada.

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Mr. _____ having purchased one _____ Class Ticket No. _____
 from _____ to _____ over this company's lines, for which he paid
 the sum of _____ Dollars, subject to the conditions on the back thereof, will on fulfillment
 of said conditions be entitled to the following rebate, viz: _____ Dollars, providing
 this Certificate after having been completed is duly surrendered within _____ months at any regular
 ticket office of this company, or connecting lines, when the holder thereof purchases two regular tickets for
 himself and wife, over this company's lines back to the originating station or any point covering the double journey.

SIGNED _____

General Passenger Agent.

Stamp of _____
 issuing office.

COUNTERSIGNED _____

Ticket Agent.

Return of Certificate.

Instructions to Ticket Agents.

The agent who issues this Certificate will use every precaution to protect the interests of the company and public by granting this Certificate only to those for whom it is intended, and when issued will be held responsible for seeing the same properly signed and plainly stamped. When issuing this Certificate for wedding trips the agent must be careful to stamp the same and write the name of the purchaser in the blank space at top for that purpose, but he must in no case issue a Certificate until tickets are purchased. The Certificate may be mailed to the applicant paying for the same under similar conditions as when issued for, and will be good for six months after date thereof.

CONDITIONS.

To entitle the holder of this Certificate to the amount of rebate specified thereon, he must have been married between the dates stamped hereon, by the office at which he procured this Certificate, and that stamped hereon by the office at which this Certificate is duly surrendered in its complete form, providing always that the time does not exceed SIX MONTHS, when the Certificate shall be null and void; and the following Marriage Certificate must in all cases be properly executed, signed by the officiating clergyman, and witnessed by two responsible parties.

MARRIAGE CERTIFICATE.

This Certifies that *Mr.* _____ of _____
and *Mr.* _____ of _____ were solemnly
united by me in the holy bonds of matrimony at _____ this _____
day of _____ 18____

TWO WITNESSES,

SIGNED,

Officiating Clergyman.

TO TICKET AGENT.

Stamp of
receiving office

Dear Sir: Having complied with the terms of this Certificate, please supply me with two regular tickets
from _____ to _____ for myself and wife.

COUNTERSIGNED,

Yours truly,

Agent.

Holder of Certificate

Instructions to Ticket Agents.

The Agent to whom this Certificate is surrendered when complete, will be careful to note if any erasures have been made in the amount of Rebate, originally specified thereon, and when satisfied that the contract has been carried out in good faith by the holder thereof, will honor the same, sending the complete certificate to the Auditor as a voucher taking credit in weekly statements.

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RETURN REBATE

Marriage Certificate,

OR

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BY C. T. LEWIS,

INDIAN HEAD, N. W. T., CANADA.

QU'APPELLÉ, N. W. T.

PRINTED AT "THE PROGRESS," OFFICE,
1889.

With Authors Compliments

Dedicated
To the Homes of
The Wide World.
By the Author.

C. Lewis

PREFACE.

In this great, busy world of ours where time's fleeting moments are more precious than grains of gold, unless a man has something to say, he shows his wisdom by remaining silent; and there are so many people disposed to talk of what they intend to do, or of what should be done, the great toiling world always gives place to the man, who, with duty as his watchword, goes and does a thing with as little noise about it as possible. Acting on these convictions we submit to a generous public the results of our efforts to say something because we have something to say, and to do something because something needs to be done.

THE AUTHOR.

Indian Head, N.W.T., Canada,

February, 1889.

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INTRODUCTORY.

As a blithe sportive boy we have stood on the silent shore of a placid lake, environed by the grand old primeval forests with their stately forms mirrored in the tranquil and limpid depths before us. All around is the stillness of nature; above the over-arching skies bright with the glories and smiles of summer. We were charmed and awed with our impressive surroundings. As if by impulse we seized a pebble that lay at our very feet on that noiseless shore and with careless hand cast it far out into the mysterious element. Directly the effect is seen, the stillness broken, and all is commotion. We had then started an influence that immediately passed beyond our control and beyond our recall.

Years have passed since then. To-day finds us amid other surroundings, and in a broader arena; "life is real, life is earnest." We would live for some noble purpose, and we seize our pen, mayhap to wield a potent influence that may effect

posterity. We do so with coolness, and without any impulse. After mature deliberation, impelled with a high sense of duty, conscious our motives are right, hence expect success, for right must triumph ?

I love the West ! The wild free West !
 Land of the virgin sod,
 The prairies wide like the ocean's tide,
 Bears the impress of God !

Endorsements.

The author takes much pleasure in appending valuable endorsements of The Passenger Return Rebate Marriage Certificate, by the press and men of prominence, which speak for themselves. As we could not include all our many friends, selection has been made with a view of conveying an idea of the universal approval of our scheme. We certainly owe a debt of gratitude to the Press that we can never repay, and in coming before the public again, we full realize that the successful inauguration of the Reform we advocate depends largely upon the Press.

THE FAR WEST.

We take it for granted that everybody knows more or less of the stirring history of the great growing West, its vast area, its inexhaustible resources, its illimitable possibilities, its future all aglow with promise, and its thousand wants. The great American, Horace Greely, only voiced the sentiments of the age, when he said, "Go west! young man, go West!" Ho! for the West! has ever been the watchword of the race. The tide of human life with ever increasing force, continues to ebb towards the land of the sunset, and to millions yet unborn the evening star will be the star of hope.

History furnishes no parallel to the wonderful achievements and march of progress made during the the last half century on this continent, by western colonization. Like one mighty army gathered from all nations, constantly being augmented and reinforced by the best blood, the bravest hearts, and the strongest arms. They have pushed their

conquests westward, marching to the sound of music, not the music of the war drum and the bugle, though this has been heard by times, but the music of the reaping machine, the busy factory and the whirring mill.

The steam engine above all other forces of civilization, has at once become the most powerful and most useful agent in developing the West, in fact without railways the settlement of the prairies would be quite impossible. Hence the wonderful rapidity with which railways have been pushed across the continent and penetrating the heretofore impassible mountains and opening up millions of acres of rich, rolling prairie for settlement, to soon become the home of a happy people, where for centuries the wild buffalo and Indian roamed at will. These and many other features of stirring energy and push, demonstrated in the West, has not only startled the world, but drawn to us the young men from the older provinces and from Europe, young men of force, the very pride of the homes they left behind them with all their endearing memories. One of the first

subjects for remark on the part of strangers visiting the West, is the presence of so large a proportion of young men, and the absence of young women. That women have always been at a premium in the far West, is a fact that still remains, and will remain so long as there is a West to be conquered by young men.

The smile of woman, the touch of her hand
Makes this an Eden, our glorious land.

Thus it is that the West, with its diversified resources and vast domain, as a broad field to develop man's greatest genius and widest activity, has satisfied the romance of the most adventurous spirits as well as the ambition of the many who struggle for fame and fortune. While its teeming soil seldom fails to give ample and large returns to the honest agriculturalist, who here with a reasonable amount of capital soon becomes a very prince among the tillers of the soil, and often without any capital, except his pluck and industry, is enabled to carve out a rural western home amid scenes of quiet pastoral beauty.

Still the West with all its attractions, unquestionably, has its

drawbacks. You cannot paint a picture without shadows? The West has its wants, but we are only dealing with one want. A want that lays at the very foundation of social life ; the first want that Adam expressed when alone in the garden of innocence ; The want of companionship ; the want of noble woman.

What Napoleon said of France may be truly said of the West "What France wants is good mothers and you may be sure that France will have good sons." The question is therefore one of national importance, as homes are the very bulworks of the nation. Hence how to apply a remedy that would ameliorate the matrimonial condition of the young men, who year after year are filling up the West. has remained a question for years, and a question so serious that it has engaged the earnest attention of hundreds of good men. It will be remembered that no less a person than Lord Lorne took a deep interest in this subject, and on his return to England, simply electrified his audience with this startling feature of western life. But with the many

suggestions made, nothing has ever been produced that had in it the essential elements of success. Hence nothing has been done. The "Return Rebate Marriage Certificate," therefore, has the distinction of being the only scheme put into business shape, and has already won golden opinions from all classes, although never fully explained to the public. Being thoroughly in earnest, and satisfied from the outset that the scheme is practicable and meets a want of this progressive railway and steamship age, and that its successful inauguration will lend a helping hand to thousands of young men in the years to come, as well as popularize our great national highways of travel, we have resolved to clear our hands of any responsibility and take this means of placing our scheme on its merits.



ORIGIN OF MARRIAGE CERTIFICATE.

The "Passenger Rebate Marriage Certificate" had its origin under fitting circumstances. The idea came to the author amid the din and bustle of railway life, when trying to explain to a pioneer young man, who had confided to us the story of "the girl he left behind him," which he related with pathetic interest. That our great national railway had no means to distinguish between him and any other passenger, who had no interest in the country. That as common carriers we could offer him only ordinary rates, and when he positively charged the railway with its high east bound rates as being really responsible for his misfortune in not being able to fulfil his matrimonial engagement, we were forced to defend our position; hence the proposed rebate certificate. That silenced all his arguments, and filled him with enthusiasm at the possibility of such a thing being accomplished.

Having then and there given our word that we would push our idea through at any cost in the interests of the young men of the West, we have only aimed to keep our promise, and as General Grant said : " I intend to fight it out on this line if it takes all summer."

This young man's experience is the key to the situation, and only illustrates the case of hundreds of others that are continually occurring, and becomes one of the greatest drawbacks experienced in the West by young men of sterling qualities, who, with limited capital, leave their old associations in the East, or in lands beyond the sea, with a manly resolve to make a home on the fertile plains of the West, and then return to the old home scenes for the girl of their heart, the one to whom they pledged a love that only grows stronger with the lapse of time and distance. The trans-Atlantic steamships and great west going railways befriended them in inducing them to come westward, with their low immigrant rates, and glowing advertisements. Now that they have made a home and invested their money and they wish to

return over the same route, they find the door closed against the fondest dream of their lives, hence delay, discouragement and disaster. Of course, this is a silent subject, most of these young men never breathe the facts of their discontent, and often sacrifice years of accumulation, leave their homesteads, and go back disgusted, all for the want of companionship, while their neighbors with good helpful companions soon become independent farmers. These may be stubborn facts but facts they are, and facts they will remain, hence they demand attention and reform.

Gladstone, the grand old man, has said that "a nation should so make its laws that it will be as hard as possible for men to do wrong, and as easy as possible to do right," and upon this broad principal we base the Rebate Marriage Certificate.

A prominent writer has said "it has been figured out by a statistical official that there are 31 criminals to every 1000 bachelors and only 11 criminals to every 1000 married men. From this showing he argues that matrimony restrains men from

crime and ought therefore to be encouraged by legislation and otherwise. In this age of advancement, and good will to men, why not utilize the mighty and potent influences of the world's great trans-continental railways and steamship lines over which ebb and flow the tide of human life, and absorbing millions of the world's treasures, and engaging the best energies and talents of the best men of the nation; men who are anxious to make the world better and humanity still more happy, sparing no expense to keep up with the march of progress.

Marriage, the mother of nations, was the grandest institution of ancient times; railways and steamships are the greatest achievements of modern times. Why not link them together by introducing the Passenger Rebate Marriage Certificate?

THE USE OF THE CERTIFICATE.

It must be distinctly remembered that the Marriage Rebate form is in no sense a passenger ticket, and is not intended to be shown to any official while en route. No one need know that the passenger has it in his possession excepting the Agent from whom it was purchased: It can be kept as private as a telegram if necessary, and once purchased and stamped it will be good for six months. The name of the bride elect does not appear on the certificate until placed thereon by the clergyman or Justice of the Peace who marries the contracting parties at the time. Any young man going on a journey, with a view to matrimony, and having no definite plans of choice, can purchase the certificate, and if he fails to comply with its conditions, simply forfeits the value of the certificate and the amount of rebate specified thereon for the return journey. There is no harm done, the transportation company is secured every time, and the

young man has still another chance of trying his fortune if he so desires. The certificate is designed to go into general use, and will work vico-versa, east or west, north or south, trans-oceanic or trans-continental. Its universal adoption would only enhance its merits and utility, its home is the wide world of travel.

BETTER THAN EXCURSION TICKETS.

The excursion ticket has its place, and acts an important part in pleasing the masses and winning traffic, when, for various reasons, the people are determined to go in a crowd. But one of the greatest drawbacks to excursions is the fact, that, owing to the necessity of providing the extra accommodation, the transportation companies compel their patrons to go at a certain time on certain trains and days, and return under like compulsory conditions. Rain or snow, storm or sunshine, passengers must be on hand or take results, and the time is generally too short to meet the wants of those who would patronize excursions, with a view to matrimony. While not condemning the excursion, for it has come to stay, we hold up the Marriage Rebate form as the great want of the day. It gives to the public a go-as-you-please policy; first or second class, the rebate will be in proportion to the money paid


and distance travelled; it is obtainable at any time, is not for the use of any certain class of passengers, but for all classes, be he prince or peasant, under certain conditions, once in a life time. It commends itself to the companies for several obvious reasons; the issuing of the certificate is all the expense necessary; no special tickets are required; the passenger purchases any ordinary ticket and goes on a regular train; there is always room for a few extra passengers, and thus every passenger won in this way, under the Marriage Rebate contract, will be clear gain. In this way the principle is self-supporting, and once inaugurated, would soon develop a traffic of its own.

AS A COLONIZATION SCHEME.

This being the original design of the Certificate, it must convince any one who has taken any interest in this all important subject, that the plan proposed goes right to the bull's-eye of the question. Look at it squarely. The great growing west is being peopled by young men; they come from the older States and Provinces; they come thousands of miles, crossing the ocean from England, Ireland, Scotland, Germany, Holland and Norway. The Old World is sending her young blood to colonize the New; hence the present condition of society. The facts are plain to any one who takes an interest in the world around him. Europe, which has fought the world's battles, and sent her young men abroad to explore and colonize, has a much larger proportion of women than men. Society is out of balance. The same is true of the older settled portions of this continent. While the want of the helpful hand and loving heart

of woman is everywhere apparent in the west. Something is radically wrong. Who will arise and provide a remedy. It is all nonsense to talk about opening up bureaus of correspondence, exchanging photographs, etc. This is an all important transaction that should only be entered into by the parties directly concerned. Hence we assume no moral responsibility in the matter by putting forward the Rebate Marriage Certificate. If there is ever an urgent necessity of a young man giving personal and earnest attention to business matters in order to expect success, certainly, a matter of such vast importance, on which his life's happiness depends, and that of his companion, demands the most earnest and careful consideration. Hence the Rebate form is specially designed to meet the wants of young men whom cruel fortune has torn away from the smiles of the one they love best. This Certificate once in the hands of our transportation companies, will lend them a helping hand in consummating their matrimonial engagements, returning from far off lands for (the girl they left behind them).

The great ocean steamship companies and railways are losing hundreds of passengers annually for the want of some means to remove a long standing drawback to the thousands of young men who go abroad, and, finding it too expensive to return for their bride elect, are forced to send for her to undertake the long journey alone. The Rebate Certificate would serve to overcome this difficulty, enabling the companies to grant sufficient rebate to induce young men to go themselves, thus selling three tickets instead of one. Thus the certificate would become a source of revenue, winning traffic from a broad and important field heretofore overlooked.



BETTER THAN IMMIGRANT AGENTS.

One of the most promising features of the scheme that must naturally result from its successful inauguration, and makes the principle of national interest is where we are. annually expending so much money to attract immigration to our shores. By this simple and ingenious Rebate form all the co-operation of all the great transportation companies, can be mutually secured, and those young men that are now dissatisfied owing to the disadvantages of their situation, because there is no means of reaching them a helping hand, will, under a more liberal and sympathetic policy, become the best possible immigrant agents that could be secured. As year after year they will go back to tell the story of their success in the West to their old friends and associates, and return again to their new homes in the land of their adoption, bringing with them a new made wife, and doubtless additional

friends to become permanent settlers. Thus the influence once started will go on widening into a greater and greater success. There can be no question but that the successful carrying out of an immigration policy of this kind, would have an important influence in deciding the destiny of large numbers of young men who are loth to leave their old homes and early associates for fear they will be unable to return and consummate their plans. With this policy the young man is soon able to decide what to do. As he understands that the way is already opened up for his return. All he has to do is go abroad and find himself a new home, and in a year or two the marriage certificate brings him back for the one to whom he pledged his fondest love. He does a manly act. Sees the old folks, who greet his return with parental affection and then the young couple start out to fight the stern battle of life, and win success.



THE CERTIFICATE FOR COLONIZATION.

THE MODUS OPERANDI.

Regarding the issuing of the certificate we have sought to make everything as convenient for the public as possible, consistent with safety in protecting the interests of transportation companies. A regular charge will be made for each certificate sold not to exceed the sum of one dollar. This will be necessary as a safeguard and to enable the companies to keep trace of its issue. This will be separate and in addition to the price of the ticket and will not be refunded under any circumstances, as it has no relation to the Rebate, for it must be understood the Certificate is not a ticket in any sense of the word. All that will be necessary for any marriagable man, who wants to take advantage of it under the immigration ploicy, will be to ask for it at any regular ticket office where he buys his ticket at the time, when the agent will issue him the certificate,

writing, the name of the proper holder on the blank headline, stating the number of the ordinary ticket just purchased for the information of the auditor, where from and destination, giving price paid for the ticket and then filling in the amount of rebate authorized by the company or joint companies, providing the holder carries out the condition on the back thereof within six months from the date, which must in every case be plainly stamped by the official stamp of the originating office. The holder then signs the contract and the agent countersigns it, when the thing is complete on its face side and can be put in the pocket, not necessarily to be seen until the auspicious occasion of the wedding, when the happy bridegroom, with pride, produces the document done up in the finest taste of the printer's art, and a magnificent and generous advertisement for the railway that issued it. Every body is interested at the social gathering among old friends, in seeing this memento from the "Land of the sunset," while the clergyman fills in the Marriage Certificate form, and has two respon-

sible persons present witness it. Nothing further remains to be done until the happy couple are taking their departure for their new western home. In buying two regular tickets the agent asks the holder to sign it, compares the signature with the original, sees there has been no transfer, signs it himself and stamps it. The certificate has then served its purpose and is a voucher worth so much gold to the agent, who takes credit in his statement and sends the complete form to headquarters to be filed away as a great treasure, "a thing of beauty and joy for ever."

THE CERTIFICATE FOR WED- DING TRIPS.

The important announcement that the Marriage Rebate Certificate can be used by the general public in securing reduced rates must greatly enhance the value of the invention and makes it of universal interest, as it meets a want that finds an echo in every breast. And it can be done, not only without loss to the transportation companies, but we are confident that it would become an important factor in winning new traffic, as it would hold out inducement to young people and others entering the matrimonial relation to more extensively patronize our railways and steamships. The thing looks so natural and reasonable on the face of it; besides the inherent desire of the newly married people to hie away and spend the honeymoon. Society demands it, and it is a growing tendency of the age. The Certificate is therefore opportune and is just what is required to please the masses and

serve the interests of the railways. We want more mutual policies, instead of waiting for the people to arise and by their votes and voice in the councils of the nation demand reform with a vengeance as is sometimes rashly done. The men that handle these great national highways of travel, are the shrewdest of men and should anticipate the wants of the people and be the first to move in these matters that must come with time.

The people using these Certificates for wedding trips would be traveling exclusively for pleasure. They would in no way interfere with others paying regular rates who are on business. Hence no room for complaint, for the man of business to-day might want to take advantage of the Marriage Rebate to-morrow, it being a once in a life time policy. Thus its benefits would extend to all classes, as all marriagable people could have one opportunity of using it if they so desired, providing they complied with its very pleasant and natural conditions.

MODUS OPERANDI.

To meet the wants of the masses we propose that the Certificate be placed on sale at all booking stations and that it be issued at any time called for by the patrons of our railways, the same as a marriage license. The same certificate can be used for ordinary wedding trips as will be required for colonization purposes as already described, only the *modus operandi* must necessarily be somewhat different. The copyrighted conditions necessitates the certificate being stamped by the originating office before marriage, hence the holder must possess the certificate otherwise lose the benefit it confers in enabling him to get reduced transportation. In order to make it available to the public, the form can be issued at any time from the office where the would be bridegroom and his bride purpose buying there tickets for the wedding trip after marriage. He can call personally or send by a friend, or if at a distance simply writes the ticket agent enclosing the price of the certificate and does not forget to enclose a postage stamp or two to pay return postage, when the agent

malls him the form, and before doing so stamps it and fills in the name of the applicant, that is all. He must not sign his own name as a precaution until the holder comes and buys two tickets, when the ticket agent again stamps the certificate with his official stamp to distinguish it from those issued for colonization purposes and to indicate the date tickets were sold. Then the same directions apply to this Certificate as in the case of the other. Whatever the Rebate allowed by the company issuing it under this policy is then specified and only obtainable on condition of the holder and his bride returning within six months, when the receiving agent honors it as in the colonization plan, and it becomes a voucher without any correspondence or delay whatever. Once this system is inaugurated and understood it must attract to our great transcontinental lines of travel a largely increased passenger traffic, because of the handsome rebate offered, say from \$50.00 to \$100.00 on the purchasing of four tickets across the continent. Thus, for the sake of getting the reduced rates open to married couples

once in a life time, patrons will be induced to spend more money than under the regular passenger rates, while many others would be induced to travel that under other circumstances would not go at all. The rebates could be increased or reduced at the option of the company interested.

BRIEF HISTORY OF RAILWAYS.

The origin of these now vast enterprises, is traced to a simple original contrivance for the transit of coal from the mines in Northumberland, England, and takes us back to some time between 1602 and 1649 but not till about 1702 was there any marked advance on the original tramway. The invention of the steam locomotive, was the work of successive geniuses. Watt first demonstrated the practicability of steam engines. Richard Trevethick has the merit of inventing the first self-acting steam carriage in England in 1801. He took out a patent and attracted the attention of thousands in London by exhibiting his novel machine, and in 1804 he utilized his machine by drawing wagons on a crude railway; it drew only ten tons of bar iron at the rate of five miles an hour. George Stephenson made such success with his locomotive on the Killingworth railway in 1824 that it was afterwards applied on the Stockton and Darlington

railway for which the first act of parliament was passed in 1821. Stephenson was greatly aided and encouraged by Edward Pease. Notwithstanding the proved feasibility of railways the public took little interest in their development at first. The idea of railway systems was first conceived by Thomas Gray of Nottingham, but he was no mechanic though full of enthusiasm. He worked on the exploded idea that locomotives must have cogged wheels. The opening of the line between Liverpool and Manchester on the 15th September, 1830, which was surveyed by Stephenson and supplied by several of his improved locomotives may be regarded as the first successful inauguration of railways. In America, as early as 1782, Oliver Evans, of Philadelphia, patented a steam wagon, but it was not until 1829 that a locomotive was actually running in America and it was built by George Stephenson, the English engineer. The first American engine was the "Tom Thumb," constructed by Peter Cooper and was placed on the Baltimore & Ohio in 1830. This road was commenced in 1828, and in 1831

carried more than 80,000 passengers and about 6,000 tons of freight. It will interest the reader to know the name of the oldest locomotive engineer in America, if not in the world. Henry G. Raworth, now of Augusta, Georgia, will soon see his 77th birthday if his valuable life is spared, was born Dec. 15th, 1811, in Charleston. He stood at the lever of the "Best Friend," after it had been rebuilt and named the "Phoenix". This was in 1834 on the old South Carolina road. Raworth has seen fifty years of active service and only stepped down from the footboard of his engine for the last time a few years ago. At the close of the present year, 1888, there will be about 170,000 miles of railway in Canada and the United States. At the close of the last fiscal year the capital stock of the railways of the United States amounted to \$4,191,562,029, and their total liabilities \$8,896,431,214, while their total assets exceeded their liabilities by \$303,523,301. Railways are now the order of the day in all parts of the civilized world. Even walled China must give place to the steam engine, and it is now announced

that a railway is to be built between the Mediterranean and Jerusalem, once the city of the Great King and the pride of the whole earth. Change cars for Jericho, Dan and Beersheba will soon be heard by the traveller visiting the city of Solomonites and the humble birth place of the Prince of Peace.

The Railways of the world are to-day estimated to be worth five or six thousand million pounds sterling, representing one tenth of the total wealth of all civilized nations. The aggregate plant used in all manufacturing industries cannot equal it in value, and the capital engaged in banking is but a trifle in comparison. Take the world's whole stock of money of every kind, gold, silver and paper, and it would only purchase a third of its-railroads, such is the record of fifty years. What of the future.

LIFE ON THE RAIL.

Railway service is military in its organization. The great Alexander never had more thorough command of his all conquering army than does the general executive officer of any of our great railway systems of to-day, with their thousand of employees, all at their various posts of duty, and as a whole the men in a sense when properly treated, are as loyal to the companies and are as ready to do and to dare as the faithful soldier who without hesitation goes forward to duty at the word of command. And as the success of any military organization depends greatly on its generalship, upon the qualities of its various officers to command respect and cheer the men on to duty often amid difficulties and discouragements, so it is of the highest importance to the successful operation of our great railways and to the men employed to have good officers, men who though exacting are just and impartial. Men whose word is relied

on; who can feel for the men under them, having been there themselves; men, who know the value of a kind word and have the courage to say it when duty demands it. Kind words never die. You cannot make a railway man in a day, no more than you can polish a costly gem. It requires long years of faithful application to duty; of earnest persistent toil. In order to qualify men for such important trusts, there are innumerable things to learn in the school of stern experience that cannot be acquired in any other way.

The utmost confidence obtains among railway men, it must be so; precious human lives hang on a word, a sign—time is momentous. Take a wintry night, the storm has raged for days, passengers and important freight has been delayed. All trains are running wild. The aspect of affairs seems awful to the belated traveller anxious to get home where he knows a hearty welcome awaits him in the bosom of his family. Yet the hardy determined railway men have been on duty for forty-eight hours, battling with the elements and facing

death and danger in a thousand forms with scarcely a murmur, and like other men they have hearts that love and feel. They have wives and little ones at home anxious for the sound of their returning footsteps. See how the brave engineer takes an order from the telegraph operator, who has simply written the word correct across it. He reads it carefully, and without a word or doubt, mounts his fiery steed, and dashes onward to the goal regardless of darkness or danger, thinking only of home and duty. The same may be said of the conductor and his brakemen, whose posts of duty are most hazardous.

The railway man may be designated the soldier of commerce and peace. He is an outcome of a higher civilization than the warrior bold who has won fame on a thousand bloody fields and made the annals of his country glorious with the records of his heroic deeds. Though a nation strews his grave with flowers and carves his name on the imperishable monument once happy homes were made for ever desolate and widows and orphans followed his train, and a

nation put on mourning at the blast of his bugle when once he sounds the advance. His education and that of the railway man is precisely the reverse, in many respects. The railway man's motto is *safety* and *dispatch* while the soldier's motto is *destruction* and *dispatch* with a *vengeance*, and yet there is a most striking analogy between the two callings. The imperative orders that must be obeyed, sacrificing self interest and comfort for the safety and happiness of others; doing one's duty at all hazards; meeting and overcoming difficulties that to ordinary men seem insurmountable, and yet they only seem like play things to men who never say "can't;" it must be done and that's all about it. The military man levels cities, strews the seas with wrecks, cuts away bridges devastates the country, in a word destroys commerce and exhausts the life blood and treasure of a nation, while the railway man opens great highways of communication with heretofore inaccessible regions, planting the earth with homes of peace and content, builds cities, bridges the mighty rivers, cuts paths

through mountains for up among the eternal snows, dévelôpes commerce in its broadest sense and transports the products of the populous continents to the sea board, covering the ocean with lines of palatial steamships and the white sails of commerce. They are both men with no scare in their make up. Men of the strong motive temperament. The one's mission is war the other's peace, but if there is ever to be another Waterloo the railway man will act a greater part than heretofore. For with the lightning and pent up force of steam in his hands, he may concentrate the marshalled millions and pride of nations in terrible array on one vast bloody field where amid sulphureous smoke, the rumbling of car wheels and the awful bellowing of cannonade, the fate of nations will tremble in the balance or be decided. As we write we recall the names of many heroes of the rail whose once familiar faces passed the line of our vision in the busy arena of railway life. We desist from calling the roll as it will bring up sad memories and then their name is Legion for they have met

their fate in a thousand forms while in discharge of duty on all lines. The Recording Angel knows best where and how they fell.

" Their graves are scattered far and wide
By mountain, stream and sea."

Railway life has also its humorous side.

Burdette speaking of the train baggage-master says that he is a cross between a steam engine and a stump extractor. But of all the undefinable men employed on railways the station agent takes the cake. He is indispensable both to the railway and the public. He must be made of good metal and possess great staying qualities. To define him you may take all the resources of Worcester and Webster and a revised edition of Chambers encyclopedia, with the forces of an electric battery and the mysterious contraction and expansion of a thermometer that registers from 125 in the shade to 60 below zero, and blend them all into one harmonious living, moving, acting demonstrative being that never eats only when he can find time, and never sleeps except when he can't help it, who is always on duty day and

night, and when on duty is every where present ; knows everything that is going on around him ; has both eyes and ears open ; looks out for business ; always looks pleasant ; answers all questions pleasantly, even the man who asks if that time is correct when everybody knows that one of the indispensable things about railways is correct time ; he forecasts the weather for the information of his superintendent ; tells which way the wind blows and how hard ; takes an interest in farming ; watches the growing crops, the rainfalls, the hail storms, the summer frosts, then anticipates the harvest ; gives full details of the acreage under crop ; the yield per acre, so that from his keen judgment the markets of the world are affected and prices go up or down long before the fields are fully ripened and these are only a very few of the things he has to do. No wonder he has to smile when some people intimate in plain English that he has nothing to do and gets a fat salary for doing it. Why people want to look out for agents ? They are generally very quiet and though men of few

words, they keep up a great thinking. They are liable when turned loose to do things that surprise people. We know one man in the West who this year raised fifty thousand bushels of wheat and made a small fortune at one stroke of genius.

THE WORLD OF TRAVEL.

Some people say the world is getting worse instead of better, that we are retrograding instead of progressing. Its a grand mistake. To-day they pick up a morning newspaper and are shocked with the record of one day's crime. They forget that they are taking in at a glance the doings of the wide universe, that while they slept the vigilant operator was awake, and with his faithful hand upon the mighty electric pulse, breathes out the great world's sorrows. These are caught up by the type and under large head lines are brought to conspicuous notice, while a million joys are never mentioned and the thousand good deeds done in a day by the vast army of good men and noble women toiling on for the world's betterment, are only treated as ordinary matters or with silence. No, this old world of ours is on the up grade, and it is being fitted up. It is a better place to live in than our fathers found it. The

mountains that required a Napoleon to cross, can now be scaled by a child. The valleys are being levelled up ; The rivers bridged. It no longer requires the perseverance and courage of a Columbus to cross the pathless deep. The lines of palatial steamships to-day plying between the old and new world, and that may be seen upon every sea, freighted with human life. The vast system of railways that radiate from every great centre of commerce and now gird the continents, are but the outcome and tangible expression of the great thoughts and wants of this remarkable age of human progress. They are the arteries through which pulseates the very life blood of nations. The time has passed when men and women are content to remain at home for a whole life time, and simply read of what others have seen in far off lands but they must see for themselves. The geologist in order to become pre-eminent must hie himself away to the deep caverns of the lofty mountains and regions remote in order to study the footprints of the Creator in the strata of the grand

old rocks with their records of the ages past.

The botanist's passion for wild flowers and strange plants draws him away from the busy haunts of men to where he can come in contact with rugged nature, where the very air is resonant with the songs of wild birds, and laden with perfume. Here undisturbed he can study nature in all her prestine beauty and loveliness and thus with all men in their varied fields of research and scientific investigation. We cannot all expect to become a Humbolt, Livingstone or a Stanley, but in this day people should travel and see some of this beautiful world. It does us good to come in contact with strangers. We soon ~~discover that it is~~ not all gold that glitters, that other people are as wise as we are and that we have plenty to learn. Yes, travel broadens the mind, gives man broader sympathies for his fellows. In a word, it makes all men brothers and hastens the dawn of that brighter day in the world's history, when prejudice and ignorance will be so removed, and the nations so linked together by a million ties that the sound of the

war drum, and the mighty tread of armies shall be heard no more. Thomas Cook, who still lives, an old man called the father of excursions, was the first to introduce the idea at the great English exhibition of 1851. The railways were slow to act on his suggestion at first, but his idea grew and excursion trains have long since been the universal favorites of the great masses and Cook's idea has taken a wider range. It has long since developed to embrace every avenue of travel. To-day Cook's excursion tickets lead thousands of tourists in safety to all parts of the wide world, opening up Egypt, Palestine and far away India. So much for small beginnings. We already said that this old world is on the up grade. Yes and we are only beginning to get up steam ; clear the track ! There is reform and improvement everywhere going on. Take the engineering and mechanical departments of our great railways, the very first of importance in the way of safety, and what do we see. Never were there greater strides or exhibition of engineering skill apparent. The old is giving place to the new ; stone and iron

bridges are taking the place of wood ; the iron rail has given place to the steel ; compare the passenger coach of even fifteen years ago to the palatial Pullman and other improved coaches of to-day and mark the wonderful improvements made in so short a time. In this department money is no object ; expense is lost sight of when comfort and safety can be secured to the public by the adoption of some new invention and the same is true of all the various departments of the service, each in the hands of live energetic progressive men, vying with each other in their efforts to keep abreast of the times.

IS MARRIAGE A FAILURE ?

Never in the world's history was this question more frequently asked or more prominently before the masses, and what is there in it anyway ? We have no time for idle discussion. We prefer to do something. As well ask is the sun a failure because we may occasionally discover an eclipse, or is the earth a grand failure because to many it is not a paradise ? Life is what you make it, young man, and young woman too. Divine laws cannot be broken with impunity. As a man sows so shall he reap and the same is true of a nation. Do not heed the clamor of the thoughtless, excited multitude, but listen to the voice of reason. Go bend your ear and catch the voice of ages that comes welling up from the silent past, from a hundred million homes, whose influence will be felt through all coming time ; whence sprang our greatness ; what fired the blood of the patriots, the heroes and the martyrs, who bequeathed

to us our franchise and religious freedom. If marriage is a failure then home is a failure. Did not the influence of the Spartan mother, and their homes make them irresistible in the wild tumult of battle. Love of home with them was stronger than death, yet Christianity had not consecrated their altars. Have we degenerated? No, no! Let a traitor dare quench the light of home and lay his polluted hand on its hallowed altar, made sacred by the blood of our fathers, and the marshalled armies of the universe would rise in defence of home and demand a halt. No, marriage as God intended it, is not a failure, and the light of home shall burn with increasing lustre, until the world's funeral day when the very stars go out.



WHAT IS HOME ?

Go ask that young man, who, disregarding the councils and entreaties of a faithful mother and anxious father, breaks away from the restraints of his early home, and takes a downward course ? He quaffs the damning cup, and acts as if life was a mere plaything ; laughs to silence the voice of warning. Step by step he finds himself a criminal ; justice demands his wrecked life ; the awful gallows loom in sight ; it is forever too late, but oh ! the memories of home.

Go ask that wayward daughter, once the very pride and sunshine of her early home, where she was cherished and loved by all who knew her. An ornament in society ; her smile a benediction ; the sound of her approaching footsteps music to the ear, but the fiendish smile of the tempter lured her. In an unguarded moment the fatal mistake is made, and she turns away from the light of home. The cruel world forever closes its portals be-

hind her and the dark shadows that fall on her early grave, are only intensified by the brightness that surrounded her childhood and innocence.

Go ask the soldier boy, who with noble pride, marched away from his rural home at his country's call with a "God bless you" and a parting kiss from his patriotic mother. He falls amid the din of battle, and as his comrade stoops to give him a draft of cooling water to quench his thirst, catches the last low whisper that escapes his parched lips—some message for home and mother.

Go ask the hardy sailor singing merrily at the top of the mast as he unfurls the sail to catch the favorable breeze while he turns away from some foreign shore! Ask him why he sings and he will tell you with manly pride, that his ship is homeward bound, and he is thinking of his humble cot by the sea.

Ask the lonely pioneer far removed from the associations of home, and he will tell you he never understood the meaning and magic of that word home before as he understands it now!

Howard Payne, the author of "Home, sweet home," was himself homeless. Years ago when Jennie Lind sang in New York to listening thousands, she hushed the vast audience to silence as she sang the compositions of Beethoven, Handel and others, but when she began, with pathetic emotion to sing "Home, sweet home," the thousands could stand it no longer.

Nearly all the world's great men and women had good homes. Washington attributed his greatness to his mother and strange as it seems that while a nation enshrines his memory and built monuments to perpetuate his name, they neglected the grave of the mother he loved so well; that had so much to do in moulding the destiny of a nation.

Bismark said of his wife, "she it is who has made me what I am."

It is a historical fact that the great English statesman, Disraeli, attributed his achievements largely to his wife whom he regarded as the founder of his fortunes. The same may also be said of the great Gladstone, and Canada to-day owes much to Lady Macdonald for the

eminent services of her distinguished consort, Sir John A. Macdonald. Talmage has said "God pity the man who has no home." Then by all means encourage home building. Any law that dismembers the home or encourages divorce strikes at the very vitals of a nation. Whom God hath joined together let no man put asunder.

Young man, go plant a home! Have the courage to roll up your sleeves if necessary and build it with your own hands. Your poor old father did it before you, toiling on from early morn till dewy eve, and your dead mother shared the privations of pioneer life. You with soft hands and fine clothes, have the same blood coursing through your veins, if it has not been poisoned and degenerated. You are no better than they! Be a man, and have the courage to trust God and go to work! Down with the cigar and the wine cup! Don't get discouraged, there is no such a word as fail, if you set your face against the wrong and stick to the right with the iron will of a Wellington. Then plant a home! The West invites you to come. Come

away from the temptations of city life ! We have no room for drones ; we are better without them in the busy West. Then sterling, hard-listed young man come and act a manly part where men do and dare, but don't forget the girl of your early vows. Without her life will be a failure. Have the courage to redeem your promises and then you will no longer ask—what is home ?

THE BRITISH EMPIRE.

The following gives the reader some idea of the extent and vastness of the British Empire upon whose conquests and possessions the sun never sets, with present population in round numbers, as follows :

England	25,000,000
Wales	1,370,000
Scotland	3,750,900
Ireland	5,200,000
Isle of Man	60,000
Channel Islands	90,000
Army, Navy and Island	225,000
British India	270,000,000
Canada	6,000,000
Australasia	3,500,000
Possessions in America	1,800,000
Possessions in Europe	450,000
Possessions in Asia	3,800,000
Possessions in Africa	2,900,000

Grand Total..... 324,135,000

Total area in square miles 8,590,303

Canada alone has an area of 3,436,542

UTOPEAN.

A Nation Born in a Day.

Fiftieth Anniversary of Canadian Confederation.

Canada's Marvellous Progress.

From 4,000,000 to 40,000,000.

The Author of the World's Marriage Certificate interviewed.

BY OUR REPORTER.

From the London Times, July 1st, 1917.

Your correspondent found Mr. Lewis, the author of the World's Marriage Certificate, in the spacious parlours of the Cosmopolitan, who greeted us cordially and looked fresh and hearty after his trans-Atlantic trip and full of information regarding Canadian affairs. The following interview will be of more than ordinary interest :

Reporter—I understand you came by the northern route ?

Mr. L.—Yes, I came via the Hudson Bay and found the trip much more pleasant than I anticipated. Those new steel steamers

are simply magnificent. The voyage seemed much shortened by this route. You see it is only 2925 miles and they are making fast time to compete with the Canadian Pacific's famous line of steamers. Yes, in passing through the Hudson Straits with the aid of those electric lights I was impressed with the march of science and wondered if Sebastian Cabot the first discoverer, ever dreamed of such marvellous things in 1498 ; that was only six years after Columbus went for joy on the shores of a new found world. And then one reflects on the sad fate of the brave Henry Hudson, who found a nameless grave along that ice bound coast in 1611. There is much historical interest gathered around this northern trip and I really enjoyed it. It required brave hearts to navigate these waters years ago with the vessels they had but it seems strange now that this route should have been regarded as impracticable so long, and that so much opposition was shown to its development, but like everything else it came when the world wanted it. Churchill, on the Hudson Bay, is a stirring place. Its growth

would surprise you. These northern latitudes produce a wonderfully energetic people.

R.—You were among the pioneers of the Canadian Northwest? Some of the events of those early times would be of interest?

Mr. L.—Yes, I went out to that then “great lone land,” in 1882, that was scarcely twelve years after General Wolseley’s expedition to old Fort Gary, during Louis Riel’s first rebellion. I remember overtaking the tracklayers on the Canadian Pacific railway on the 12th of July of that year, a little west of the city of Brandon. It was then only a canvass town and Winnipeg only had a few substantial buildings. Look at her to-day with nearly half a million people the great emporium of the West. I saw Regina before there was a nail drove and heard her name, flashed over the electric wire for the first time, but it was prophetic of her future. There she stands to-day, Queen City of the Plains. Then there is Moose Jaw, Medicine Hat, Calgary, Donald and Vancouver all great centres of trade, that were the creation of our first great railway.

Through that wonderful agricultural country of whose future no one dreamed now we have three trunk lines and a complete net work of railways and towns springing up everywhere. The development and output of our coal mines is remarkable. I recall how the rapid construction of the Canadian Pacific railway startled the world, and you English folks seemed especially proud of the enterprise of Canadians. It was a big undertaking, we only had some 5,000,000 people then and our neighbors, the United States, had about 50,000,000 when they completed their through line.

R.—You must have recollection of the Riel rebellion?

Mr. L.—Oh! Yes, it all comes fresh to my memory when you speak about it. That was in the spring of 1885. It was one of those unfortunate affairs that seem to weave into a nation's history and from which Canadian history is comparatively free, still good came out of evil; as a young nation we then for the first time showed our ability to manage our own affairs and demonstrated the pluck and endurance of our Canadian volunteers. Yes, I was

at the seat of war and heard the first bugle sound the advance on towards Fish Creek and Batoche. The band played "The girl I left behind me," and General Middleton seemed proud of his young soldiers as he mounted his war charger for the front. They had hard marching. Many laugh at our little war but it took the same pluck to settle it as decided Sedan, Gettysburg or Waterloo. Brave men died to do it, that's all. I was also at Winnipeg when our troops returned; they looked like soldiers in earnest then with their war stained uniforms and sun burnt faces. Winnipeg gave them a loyal reception, but there was one little episode that pleased me immensely. It was the meeting between General Middleton and his young wife on the banks of the Red River. The thing was done so whole hearted. A fond embrace after the fortunes of war, a soldier's kiss, there was a meaning in it, and his veterans cheered him to the echo.

R.—You must have seen the famous rebel leader, Louis Reil.

Mr. L.—Yes, I saw him on several occasions after he was a prisoner of war; was at his trial at Regina, also

present at his execution on the 18th Nov., 1885. These are events never to be forgotten. Canadians were divided in their opinions at the time, but in order to lay the foundation of a nation law must be vindicated. Our Indians had been excited to massacre, valuable lives sacrificed, and it might have been a terrible affair only for the promptness with which it was put down. This was our last brush with the natives. The hand that could smite could also save. Our policy has always been kindness. The 30,000 Indians we then had are now nearly self-supporting and largely Christianized; many of them wealthy. Thirty years bring about wonderful changes and reforms.

R.—You are a great wheat and stock producing country?

Mr. L.—Yes, we stand first on the list of nations in this respect. The world don't understand us, but you see our soil is so prolific, producing all the way from 20 to 40 bushels per acre while other countries only average from 8 to 15 bushels of wheat, and ours is of the finest quality. Why just think of it, last year with our 40,000,000 peo-

ple we had nearly 500,000,000 bushels of wheat alone. Why, we can almost bread the British Empire with its 425,000,000 people. Then we have supplied you largely with cavalry horses and beef for the nation. The facts are we are beginning to feel pretty strong and vigorous as a young nation, and then we have kept quiet and out of trouble and comparatively out of debt.

R.—How do you account for Canada's remarkable growth during the last thirty years.

Mr. L.—Various reasons may be mentioned. In the first place we were always a law abiding people, hospitable and with few exceptions loyal to our flag and institutions, whose foundations were laid with master hands. Our statesmen have been true to us, thus as a broad minded people we have won the respect of nations. A good name goes a long ways. We were never disposed to quarrel, our climate is too cool for hot heads, but when there is any thing to do Canadians have always been on hand, to do it like men, even to help the United States to put down slavery. Yes, I remember that terrible war and many

a Canadian left his blood on southern battlefields. I was a boy then. Everybody felt the loss of a brother when Lincoln was assassinated, on April 14th, 1865. For the first twenty years after Confederation from the close of the American war up to the completion of the Canadian Pacific railway, the United States sprang into greatness, and Canada as well as Europe, contributed her young men and money to help build up the fortunes of that great republic. Thirty years ago we had about 2,000,000 native born Canadians in the United States, scattered from Maine to California and from the sunny South to Dakota. There is one remarkable characteristic about a Canadian, he always remains patriotic and never denies the land of his birth.

Now the real American is a clever, shrewd fellow not disposed to pick a quarrel but any game for business, but they made a mistake in rejecting the fishery treaty and talking retaliation. All these things had the effect of bringing Canadians to their senses and making them proud of their own country as they began to realize its resources. The

facts are, instead of our young men going away, they began coming home like the prodigal son, and for the last thirty years we have drawn millions of people from the Republic of the very best class, largely of Canadian and British origin, thus Canada has went ahead with a bound, while the tide of immigration has also poured in from Europe, hence our marked success. We have the most contented and happy people on the face of the globe and with our inexhaustible fisheries now worth \$50,000,000 a year ; our immense commerce ; our lines of ocean steamers that circumnavigate the globe ; our ship railway connecting the Bay of Funday with the Straits of Northumberland and a metallic subway to P. E. Island ; our extensive coal fields are amongst the finest in the world ; our mines of 2707 gold, silver and copper ; our forests, and last but not least our wheat fields in the West. We have reason to look forward to a great future.

R.—How does the United States regard you now ?

Mr. L.—O ! They have long since abandoned their annexation game and became the best of neighbors.



They have now about 95,000,000 people and have enough to attend to. Why just look at this cable from Canada, this speaks for itself. They are vying with us to day in celebrating our fiftieth birthday as a nation. Their time honored flag entwines that of Canada's and the thunder of their cannon answers back to ours in token of eternal friendship.

R.—One word more. How do Canadians regard the memory of Sir John ?

Mr. L.—As they would regard that of any great statesman. Like all great men he had his faults, but now that his work is done, all classes without regard to politics cherish his memory as the father of their country. He was a far-seeing loyal statesman and lived to see his much loved country grow from a mere colony to occupy a proud position among the nations of the earth.

Opinions of Prominent Railway Men.

From the Canada Pacific Railway.

Montreal, Que., Oct. 11, 1887.

DEAR SIR, - Your idea is a novel one, and it has many good points, and it is quite likely we may try it if there is no expense attendant upon the adoption of your plan.

Yours truly,

LUCIUS TUTTLE,
General Traffic Manager.

From General Superintendent of St. Paul,
Minneapolis and Manitoba Ry. Co.
St. Paul, Minn., Aug. 31, 1887.

DEAR SIR, - I do not think that your idea would work very well on this side of the line for the simple reason that over here the gentle sex take up land the same as others, and they would be applying for certificates to go back after the men. This would cause us to lose a considerable amount of fare, which owing to the low rates at the present time we could not do.

Yours truly,

JOHN M. EGAN,
General Superintendent.

Winnipeg, Manitoba, Jan. 11, 1888.

To C. T. Lewis, Esq., Indian Head, N.W.T.

DEAR SIR, - I have your letter of the 5th. The plan you propose is a novelty. It seems to me that it rests entirely with the C. P. R. Company to say if such a plan is a desirable one and ought to be put forth with all the weight of their power and authority.

Yours truly,

C. J. BRYDGES.

Land Commissioner, Hudson Bay Co.
Formerly General Manager of Government
Railways.

Indianapolis, Indiana, March 11, 1888.

DEAR SIR, - Knowing as I do the many obstacles in the way of carrying out any enterprise, it is with much concern that I hope you unbounded success with the marriage certificate. Your idea is gaining ground in the United States. Time, money and perseverance are all needed to battle against and overcome the spirit of indifference and want of investigation.

Fraternally,

G. W. CRAFT,
President and Manager S. A. P. Co.

Merillan, Wis., Jan. 15, 1888.

DEAR SIR, - I have examined your colonization scheme with much pleasure, and congratulate you on the formation of so practicable a plan, which cannot fail to be of great benefit, not only to any transportation company that adopts it, but also to their patrons accepting its conditions. It cannot be recommended too highly.

Yours truly,

O. L. RICKARD,
Grand Secretary R. S. S. A.

Northern Pacific Railway Co.,

Office Div. Supt.,

Minneapolis, Min., Dec. 2, 1887.

To C. T. Lewis, Indian Head, Canada.

DEAR SIR, - In looking over a recent edition of the Railway Age, of Chicago, I ran up against an account of your new scheme. I should think it would be an immense plan for Canada and I trust the inter-state law will not interfere with its operation in the United States.

Very truly yours,

S. H. BROWN.

Train Despatcher.

Opinions of Prominent Men.

From Sir John A. Macdonald.

{ Ottawa, Sept. 21, 1887.

DEAR SIR,—I am directed by Sir John A. Macdonald to acknowledge the receipt of your letter of August 25, handing him a copy of your proposed passenger return rebate marriage certificate, and to thank you for your explanation of the same.

I am, dear sir, yours truly,

JOSEPH POPE, Private Secretary.

Government House,

Winnipeg, Man., Aug. 29, 1887.

SIR,—I am directed by His Honor the Lieutenant-Governor to acknowledge the receipt of your letter of the 25th instant, explaining your ingenious scheme for assisting in settlement of new homes throughout the Northwest and Manitoba. His Honor instructs me to assure you that he wishes you every success, and hopes that your novel scheme will meet with the worthy results you anticipate.

I am, sir, your obedient servant,

LAURENCE J. CLARK, Private Secretary.

Council Chamber,

Regina, N.W.T., Aug. 25, 1887.

SIR,—I am directed by His Honor the Lieutenant-Governor to acknowledge the receipt of your letter of the 25th instant, and to thank you for the enclosed copy of your proposed railway passenger marriage Certificate. In reply I am to say that His Honor does not see how he can afford you any greater assistance in the matter than the expression of the hope that your scheme may prove successful.

I have the honor to be, Sir,

Your obedient servant,

R. B. GORDON, Acting Secretary.

Portland, Maine, U.S., Jan. 16, 1888.

To C. T. Lewis, Esq., Indian Head, Canada.

DEAR SIR,—Your note of the 9th giving me an account of your plan to facilitate the immigration of young married people came yesterday. If such a scheme could be matured I do not see why it may not be very very useful in assisting young people to come to the New World by lessening the expense of the long journey.

Very respectfully,
HON. NEAL DOW.

New York, 57 Broadway, May 22, 1888.

To C. T. Lewis, Esq., Indian Head, Canada.

DEAR SIR,—I am much interested in seeing your Railway Rebate Marriage Certificate scheme go into general use. Why don't you issue a circular to all the railway presidents in America? I think it would have the desired result.

Yours very truly,
JOSEPH H. RIEALL,
President Tortilla Gold mining Co.

From the Minister of Agriculture, Manitoba.

Winnipeg, Aug. 27, 1887.

DEAR SIR,—It is certainly a novel scheme for western colonization. I should think that many young men would gladly patronize such a scheme.

I have the honor to be, sir,

Your obedient servant,

D. H. HARRISON,
Minister of Agriculture.

Indian Head, June 20, 1888.

As one who has had a long residence in the Northwest and travelled about among the settlers a great deal I have often been impressed with the uncomfortable and lonely life led by numbers of the young, bache-

lors, who have come to this country to make homes for themselves. What comfort can there be in an isolated place where the young man, who when his hard days work is over and he comes to his cold and cheerless shanty, tired and hungry, he can have little heart to prepare a proper meal, much less to keep things tidy. The result being in many cases badly cooked food and great discomfort. The young man with no one to speak to and left to brood over his own thoughts thereby in many cases causing monomania of some sort. As a doctor who has resided in the country for some years confirmed my own observation and experience in saying that there was great danger in the lonely life on the prairie, that in many instances it would lead to insanity and if no remedy was found we would soon require to build asylums. Thinking on the subject and what means could be devised to do away in some measure with this great drawback to the settlement of the fertile lands of our great Northwest. I was greatly impressed with the Marriage Rebate and Colonization scheme. I think it is what is wanted and and comes at the right time, when every day we see notices by great railway and steamboat companies that they will carry people immense distances at greatly reduced rates for the purpose of colonization and increasing the traffic of their respective lines and making their roads better known. Here we have a scheme that will carry out the wishes of those great corporations by helping those who come to remain in the country and making happy homes for themselves instead of being as at present in a great many cases wretched, uncomfortable and discontented. Carry out this scheme which is for the good of all, and our young men will have more encouragement to leave the overcrowded older settlements, strike out for themselves and become pioneers and open up this great

and glorious country, which will, then, be no longer called the great lone land, but be a land filled with the homes of thousands of happy families, who but for this wise scheme might have remained struggling with hardship in the older countries.

It affords me much pleasure in saying that I have been acquainted for some time with the author and have always found him to be a man of sterling worth in every way.

ROBERT CRAWFORD, M.N.W.C.

Opinions of the Clergy.

Rev. Daniel M. Gordon, of Northwest rebellion fame:

Halifax, N S., Feb. 14, 1888.

DEAR SIR,—You ask my opinion of your scheme for securing reduced rates from railway and steamship companies for young men coming from the Northwest to any of the eastern provinces to get married. It is certainly for the interest of the young men that every facility should be afforded to them when they wish to take partners from the older provinces to brighten their homes on the prairies. At present it is necessary either that the young men should incur the large expense of coming east or across the Atlantic, or that his bride-elect should undertake the journey instead, in many cases without friend or acquaintance. If your proposal were carried out it would obviate these difficulties, and thus confer mutual benefit on those who are starting out to build up homes for themselves in the west. Your plan is commended by the additional feature that it might be made applicable to

persons newly married in the eastern provinces who might wish to take a trip to the west.

Yours very truly,

DANIEL M. GORDON.

From Rev. C. T. Phillips.

Woodstock, N.B., Feb. 21, 1888.

DEAR SIR,—I think your scheme a feasible and practicable one. I see no reason why it cannot be made a success. It is novel certainly, and possesses the merit of originality as well. You have plenty of surplus energy, and I think with the push that goes with it you are the man to make such a desirable plan work. I wish you every success.

Yours truly,

C. T. PHILLIPS.

Bridgewater, Nova Scotia, Oct. 12, 1888.

DEAR SIR :

I have carefully examined the Certificate copyrighted by Mr. C. T. Lewis and after travelling over a large portion of the Northwest I believe it is just the thing required by many of our toiling honest young men, and I do hope it will be adopted by all our railways. Certainly the scheme should be supported by all who are seeking to encourage immigration.

REV. JOHN FERRY.

Echoes of the Press.

From the New York Financial Examiner, a journal devoted to the interest of Investors, representing the Financial Affairs of North and South America.

Successful trading on the marrying tendency of mankind is a department of railroad earnings that has been reserved to Mr. C. T. Lewis, of the Canadian Pacific. To develop his simple and ingenious plan, is to place a premium on marriages by offering for sale tickets with Return Rebate whereby the purchaser is allowed to return to his place of residence at a very low rate providing that he brings a wife back with him. A reasonable number of months is allowed by the railroad company for hunting up the necessary party of the second part, wooing her in due form and then marrying her. And to guard against the contingency of an undesirable class of immigrants, a Marriage Certificate is appended to the Rebate contract and this Certificate must be signed by the officiating clergyman and witnessed by two responsible parties. Mr. Lewis is of the opinion that his matrimonial ticket scheme, certainly meets a want long felt in the growing West, and he is pushing it with a good deal of enthusiasm.

Railway Life, Toronto.

Mr. C. T. Lewis, agent of the Canadian Pacific, has created not a little excitement by his novel rebate scheme for the benefit of newly-married couples. The object of the scheme is to encourage the making of new homes on the prairie traversed by the railway. It is quite a common thing to read in the Northwest papers of some young man coming east for a bride. Were it not for the great expense of the trip many

others would do the same. This is an old-standing difficulty of western life. It is beyond question that the west wants homes, as it is also an undoubted fact that homes would be more quickly established but for the expense of the journey east and back again. To reduce the expense would be to increase the number of travellers on the railway and the number of homes in the west. Mr. Lewis's proposal as a matter of theory is an excellent one. The only question is: Can it be carried out? We can see no insuperable difficulties, and believe Mr. Lewis' system would be a good one to start on. The suggestion seems to us a practical and reasonable way of meeting a demand which results naturally from Canada's land and railway policy and from the inherent desire of mankind to move westward.

From the Railway Age, of Chicago.

An ingenious scheme for increasing railway travel has been devised by Mr. C. T. Lewis, agent Canadian Pacific Railway, Northwest Territory. It is nothing less than placing a premium on marriages by offering for sale tickets with return rebate, whereby the purchaser is allowed to return to his place of residence at a very low rate on condition that he brings back with him a wife. This novel plan certainly meets a want long felt in the growing west.

From the Regina Journal.

Mr. C. T. Lewis, Agent C.P.R., has interested himself in the bachelors of the Northwest and evolved a scheme which if acceptable to the C.P.R., will place the bachelors under unending obligations to him. That a large number of marriageable young men are bachelors in this Northwest country is a truism as well as a standing

subject for jokes, although no joking matter. Their remaining in this unnatural state would be a misfortune to the country, to the young ladies and to themselves. Some kind-hearted people of a philanthropic turn of mind, have suggested the importation of ladies by the ear load to meet a long felt but Mr. Lewis has given the matter more careful study than they, and has arrived at the conclusion that the cause of so many young men remaining in bachelordom is not the lack of ladies in the west—young, attractive, companionable and accomplished—but the fact of their having plighted their troth to fair ones in the eastern provinces or in lands beyond the sea,

Soft is the breath of a maiden's yes,
Not the light gossamer stirrs with less;
But never a cable that holds so fast,
Through all the battle of wave and blast.

At this point Mr. Lewis comes to the rescue with his rebate marriage certificate.

From the Toronto Globe.

Mr. C. T. Lewis, of the C. P. R., has devised a scheme by which he hopes to break the wife famine which is prevailing in the Northwest. If the arrangements with the railways can be made, Mr. Lewis' scheme is simply "magnificent."

From the Telegraph, St. John, N.B.

To build up a country there must be homes, and the prime necessity of each home is a wife and husband at the head of it. What is the use of homestead laws for a colony of 10,000 lonely bachelors? Mr. Lewis' scheme is not a political one. It is bigger than politics. There is no boodle in it, but there is something in it better than boodle for the lonely bachelor boy, whose Eveless Eden, like that of old,

Is but a wild,
Where man, the hermit, sighed until woman
smiled.

All success to the Northwest marriage
scheme.

From the Fort Qu'Appelle Vilette.

The railway marriage certificate is something new under the sun. It is a very unique document—solicitous for the welfare of our young men.

From the Manitoba Free Press.

The successful inauguration of this unique marriage scheme will cause a thrill in the breast of many a lone, struggling bachelor on the wide plains of the Northwest.

From the Enigrant, Winnipeg, Manitoba.

Mr. C. T. Lewis, C. P. R. agent, has opened a novel scheme for solving the want of marriageable maidens in parts of the west, by a ticket which entitles the holder to go east, get married and return at a cheap rate. The ticket, if well handled, can do good work, for time and money are important matters to the average bachelor pioneer.

From The Qu'Appelle Progress :

As we draw up at Indian Head, we feel our conscience twinge us for not having assisted in booming Agent Lewis's Marriage Certificate free pass for Northwest bachelors to any point in Eastern Canada and return with their new "jungle bride's. Again we "wondered" whether Agent Lewis had any selfish motive in proposing that scheme. If he is a married man that fact will remove from him any such suspicion. If not, we "dunno." But, seriously, Mr. Lewis realizes

that population is the great want of the country, and his proposal is suggestive of a good beginning towards supplying that want. Get wives for our bachelors, and it will not be long till our population will increase in the natural order of things, for our climate is wonderfully conducive to the raising of healthful children. It is to be hoped in this view of the case that Mr. Lewis will be able to induce the C. P. R. to adopt his scheme.

From The British Whig, Kingston, Ont.

A novel scheme of encouragement to marriage, a bachelor, devastating bribe, has been launched by C. T. Lewis, C. P. R. Agent at Indian Head, N.W.T. He finds the rich soil of the far west made sterile by bachelors, who have left their best girls behind them. There are few wives to be had in the new land, and the cost of a journey back to Ontario or Quebec for one often delays or prevents a union, or leads to one of convenience not nearly so worthy as it ought to be. The proposal is to the C. P. R., for instance, to issue rebate certificates for the full benefit of all men, who journey to eastern provinces to marry, to be duly allowed for when the bride and groom purchase tickets for their home in the west. It is thought that all the western lines in Canada and the United States, while popularizing themselves, would help colonization and their own treasury as well, directly and indirectly, by adopting the plan. The boys will go west with lighter hearts because of the cheaper journey back open to them, and the girls will rejoice at the prospects of an earlier re-union. So they will all vote for the sympathetic, romantic Lewis and the marriage bonus. They will all, under the scheme, be emigrant agents, cheaper by far than those under railway and government control.



THE SWIFT

(By John T. Chivers)

we could hear them

When they were bustling

Flitting to and fro

Up and down their

Way to the Adirondack

Way to the Adirondack

And the Adirondack

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